...ER TANKS SOUNDING LOG BOOK

DATE	BILGE HOLDING TANK Total Capacity: 43.30		BILGE OIL TK Total Capacity: 35.80		PURIFIER SLUDGE TK Total Capacity: 8.60		M/E SCAV. AIR BOX DRAIN TK Total Capacity: 0.60		INCINERATOR WASTE OIL TANK Total Capacity: 1.89		OVERFLOW F.O. DRAIN TK Total Capacity: 59.60		ENGINE OFFICER	DECK OFFICER	REMARKS
	LEVEL	VOLUME	LEVEL	VOLUME	LEVEL	VOLUME	LEVEL	VOLUME	LEVEL	VOLUME	LEVEL	VOLUME	Signature		
01/01/11	0.18	1.462	0.28	1.275	0.26	2.218	0.61	0.347	0.44	0.644	0.56	17.390			
02/01/11	0.19	1.564	0.28	1.275	0.28	2.404	0.61	0.347	0.44	0.644	0.56	17.390			
03/01/11	020	1.667	0.32	1.606	0.30	2.581	0.01	0.016	0.44	0.644	0.57	17.719			
04/01/11	0.21	1.780	0.32	1.606	0.31	2 687	0.01	0.016	0.44	0.644	0.57	17.719			
05/01/11	0.22	1.893	0.33	1.614	0.33	2.846	0.01	0.016	0.44	0.644	0.57	17.719			
06/01/11	0.26	2.355	0.34	1.685	0.35	3.023	0.02	0.022	0.44	0.644	0.57	17.719			
07/01/11	0.29	2.889	0.33	1.777	0.40	3.260	0.15	0.094	0.44	0.644	0.58	18.434			
08/01/11	0.48	5.505	0.35	1.840	0.41	3.450	0.29	0.171	0.44	0.644	0.59	18.571			
09/01/11	0.52	6.029	0.37	1.910	0.42	3.640	0.29	0 171	0.44	0.644	0.60	18.707			
10/01/11	0.53	6.190	0.37	1.910	0.44	3.816	0.30	0.177	0.44	0.644	0.60	18.707			
11/01/11	0 55	6.511	0.38	1.987	0.47	4.081	0.30	0.177	0.44	0.644	0.61	19.039			
12/01/11	0.58	7.009	0.79	5.953	0.11	0.937	0.02	0.022	0.44	0.644	0.63	19.703			
13/01/11	0.60	7.342	0.80	6.155	0.17	1.436	0.23	0.137	0.44	0.644	0.63	19.703			
14/01/11	0.63	7.857	0.85	6.755	0.19	1.611	0.47	0 270	0.44	0.644	0.63	19.703			
15/01/11	0.20	1.667	0.35	1.756	0.10	0.857	0.23	0.022	0.44	0.644	0.64	20.035			

Master

Name

Signature & Stamp

Chief Engineer

Name NAKOS, A

Signature

Ensuring and certifying under the penalty of perjury that the various tank soundings and other measurements required under the EMP are accurate and represent truthful values.

Deck OOW

Engine OOW

OIL TANKS SOUNDING LOG BOOK

DATE	BILGE HOLDING TANK Total Capacity: 43.50		BILGE OIL TK Total Capacity: 25.60		PURIFIER SLUDGE TK Total Capacity: 9.50		M/E SCAV. AIR BOX DRAIN TK Total Capacity: 0.55		INCINERATOR WASTE OIL TANK Total Capacity: 1.89		OVERFLOW F.O. DRAIN TK Total Capacity: 59.50		ENGINE OFFICER	DECK OFFICER	REMARKS
	LEVEL	VOLUME	LEVEL	VOLUME	LEVEL	VOLUME	LEVEL	VOLUME	LEVEL	VOLUME	LEVEL	VOLUME	Signature		
16/01/11	0.21	1.780	0.35	1.756	0.12	1.018	0.22	0.132	0.44	0.644	0.65	20.367			
17/01/11	0.21	1.780	0.35	1.756	0.14	1.180	0.40	0.232	0.44	0.644	0.65	20.367			
18/01/11	0.26	2.355	0.38	1.987	0.18	1.523	0.53	0.303	0.44	0.644	0.65	20.367			
19/01/11	0.42	4.695	0.38	2.169	0.21	1.584	0.53	0.303	0.44	0.644	0.69	20.473			
20/01/11	0.43	4.844	0.42	2.544	0.24	1.848	0.02	0.022	0.44	0.644	0.65	20.756			
21/01/11	0.44	4.993	0.43	2.590	0.28	2.201	0.07	0.044	0.44	0.644	0.65	20.756			
22/01/11	0.65	8.442	0.44	2.676	0.33	2.642	0.19	0.115	0.44	0.644	0.65	20.756			
23/01/11	0.68	8.977	0.45	2.763	0.34	2.730	0.40	0.232	0.44	0.644	0.66	21.091			
24/01/11	0.70	9.334	0.49	3.111	0.36	2.907	0.02	0.022	0.44	0.644	0.66	21.091			
25/01/11	0.70	9.334	0.51	3.319	0.37	2.995	0.23	0.137	0.44	0.644	0.66	21.091			
26/01/11	0.71	9.391	0.53	3.393	0.39	3.273	0.41	0.237	0.44	0.644	0.68	21.565			
27/01/11	0.72	9.449	0.56	3.563	0.40	3.464	0.41	0.237	0.44	0.644	0.69	21.709			
28/01/11	0.74	9.813	0.60	3.938	0.42	3.640	0.02	0.022	0.44	0.644	0.69	21.709			
29/01/11	0.75	9.995	0.65	4.475	0.43	3.728	0.23	0.137	0.44	0.644	0.69	21.709			
30/01/11	0.80	10.927	0.69	4.906	0.45	3.985	0.41	0.259	0.44	0.644	0.76	22.059			

Master

Name

Signature & Stamp

Chief Engineer

Name NAKOS, E.

Signature

Ensuring and certifying under the penalty of perjury that the various tank soundings and other measurements required under the EMP are accurate and represent truthful values.

Deck OOW

Engine OOW

TANKS SOUNDING LOG BOOK

DATE	BILGE HOLDING TANK Total Capacity: 43.20		BILGE OIL TK Total Capacity: 35.60		PURIFIER SLUDGE TK Total Capacity: 9.60		M/E SCAV. AIR BOX DRAIN TK Total Capacity: 0.65		INCINERATOR WASTE OIL TANK Total Capacity: 1.89		OVERFLOW F.O. DRAIN TK Total Capacity: 59.60		ENGINE OFFICER	DECK OFFICER	REMARKS
	LEVEL	VOLUME	LEVEL	VOLUME	LEVEL	VOLUME	LEVEL	VOLUME	LEVEL	VOLUME	LEVEL	VOLUME	Signature		
31/01/11	0.80	10.927	0.05	0.181	0.13	1.099	0.12	0.077	0.44	0.644	0.70	22.039			

Master

Name

Signature & Stamp

Chief Engineer

Name NAKOS, F.

Signature

Ensuring and certifying under the penalty of perjury that the various load soundings and other measurements required under the EMP are accurate and represent truthful values.

Deck OOW

Engine OOW

E/R TANKS SOUNDING LOG BOOK

DATE	BILGE HOLDING TANK Total Capacity: 43.20		BILGE OIL TK Total Capacity: 35.89		PURIFIER SLUDGE TK Total Capacity: 6.60		M/E SCAV. AIR BOX DRAIN TK Total Capacity: 0.65		INCINERATOR WASTE OIL TANK Total Capacity: 1.89		OVERFLOW F.O. DRAIN TK Total Capacity: 89.56		ENGINE OFFICER	DECK OFFICER	REMARKS
													Signature		
01/02/11	0.81	11.117	0.07 0.7	0.247	0.15	1.261	0.13	0.082	0.44	0.644	0.70	22.039			
02/02/11	0.81	11.117	0.10	0.346	0.20	1.699	0.13	0.082	0.44	0.649	0.70	22.039			
03/02/11	0.84	11.690	0.14	0.512	0.21	1.787	0.15	0.094	0.44	0.644	0.70	22.039			
04/02/11	0.96	14.053	0.20	0.800	0.23	1.963	0.15	0.094	0.44	0.644	0.71	22.375			
05/02/11	1.05	16.635	0.16	0.858	0.30	2.072	0.15	0.094	0.44	0.644	0.68	22.345			
06/02/11	1.29	21.738	0.20	1.031	0.30	2.174	0.35	0.209	0.49	0.649	0.70	22.824			
07/02/11	1.30	21.964	0.23	1.228	0.32	2.350	0.54	0.308	0.44	0.644	0.71	23.161			
08/02/11	0.71	9.517	0.06	0.258	0.14	0.994	0.15	0.094	0.49	0.644	0.73	23.448			
09/02/11	0.72	9.700	0.10	0.407	0.17	1.241	0.42	0.242	0.20	0.293	0.74	23.729			
10/02/11	0.73	9.883	0.13	0.544	0.13	0.917	0.20	0.121	0.61	0.893	0.74	23.729			
11/02/11	0.73	9.883	0.18	0.797	0.13	0.917	0.17	0.104	0.53	0.775	0.75	24.117			
12/02/11	0.73	9.883	0.18	0.797	0.10	0.687	0.02	0.022	0.90	1.316	0.75	24.117			
13/02/11	0.74	10.066	0.26	1.279	0.13	0.917	0.24	0.143	0.55	0.805	0.76	24.456			
14/02/11	0.74	10.066	0.30	1.553	0.17	1.[illegible]	[illegible]	0.259	0.42	0.615	0.76	24.456			
15/02/11	0.01	0.166	0.50	3.222	0.13	0.917	0.13	0.077	0.41	0.600	0.77	24.790			

Master

Name

Signature & Stamp

Chief Engineer

Name NAKOS, F.

Signature

Ensuring and certifying under the penalty of perjury that the various tank soundings and other measurements required under the EMP are accurate and represent truthful values.

Deck OOW

Engine OOW

E/R TANKS SOUNDING LOG BOOK

DATE	BILGE HOLDING TANK Total Capacity: 49.30		BILGE OIL TK Total Capacity: 35.80		PURIFIER SLUDGE TK Total Capacity: 8.80		M/E SCAV. AIR BOX DRAIN TK Total Capacity: 0.55		INCINERATOR WASTE OIL TANK Total Capacity: 1.89		OVERFLOW F.O. DRAIN TK Total Capacity: 59.50		ENGINE OFFICER	DECK OFFICER	REMARKS
													Signature		
16/02/11	0.01	0.166	0.75	5.879	0.14	0.994	0.36	0.209	0.39	0.571	0.77	24.795			
17/02/11	0	0.106	0.95	8.358	0.12	0.890	0.13	0.082	0.95	1.390	0.80	25.816			
18/02/11	0	0.106	1.03	9.432	0.15	1.071	0.35	0.209	0.59	0.863	0.81	26.155			
19/02/11	0.02	0.227	0.07	0.295	0.16	1.156	0.52	0.297	0.40	0.585	0.82	26.487			
20/02/11	0.06	0.488	0.11	0.452	0.18	1.326	0.02	0.022	0.64	0.933	0.84	27.160			
21/02/11	0.10	0.806	0.15	0.636	0.22	1.672	0.25	0.149	0.60	0.878	0.86	27.825			
22/02/11	0.29	2.889	0.23	1.088	0.23	1.760	0.45	0.259	0.60	0.878	0.87	28.208			
23/02/11	0.30	3.015	0.25	1.211	0.24	1.848	0.53	0.303	0.60	0.878	0.87	28.209			
24/02/11	0.56	6.189	0.27	1.277	0.23	1.861	0.53	0.303	0.60	0.878	0.89	28.695			
25/02/11	0.58	7.009	0.30	1.403	0.22	1.875	0.53	0.303	0.60	0.878	0.92	29.526			
26/02/11	0.59	7.175	0.35	1.756	0.25	2.140	0.15	0.094	0.60	0.878	0.75	30.565			
27/02/11	0.60	7.342	0.38	1.987	0.29	2.492	0.37	0.215	0.60	0.878	0.97	31.213			
28/02/11	0.61	7.573	0.40	2.142	0.33	2.846	0.58	0.330	0.60	0.878	0.98	31.537			

Master

Name

Signature & Stamp

Chief Engineer

Name NAKOS. F

Signature

Ensuring and certifying under the penalty of perjury that the various land soundings and other measurements required under the EMP are accurate and represent truthful values.

Deck OOW

Engine OOW

E/R TANKS SOUNDING LOG BOOK

DATE	BILGE HOLDING TANK Total Capacity: 43.20		BILGE OIL TK Total Capacity: 38.80		PURIFIER SLUDGE TK Total Capacity: 6.60		M/E SCAV. AIR BOX DRAIN TK Total Capacity: 0.55		INCINERATOR WASTE OIL TANK Total Capacity: 1.80		OVERFLOW F.O. DRAIN TK Total Capacity: 59.50		ENGINE OFFICER	DECK OFFICER	REMARKS
	LEVEL (m)	VOLUME (m³)	LEVEL (m)	VOLUME (m³)	LEVEL (m)	VOLUME (m³)	LEVEL (m)	VOLUME (m³)	LEVEL (m)	VOLUME (m³)	LEVEL (m)	VOLUME (m³)	Signature		
01/03/11	0.61	7.513	0.76	5.690	0.12	1.018	0.18	0.110	0.60	0.878	0.95	30.565			
02/03/11	0.62	7.685	0.78	5.922	0.13	1.099	0.42	0237	0.60	0.878	0.70	22.039			
03/03/11	0.62	7.685	0.90	7.311	0.14	1.180	0.10	0.066	0.60	0.878	0.40	12.206			
04/03/11	0.71	9.800	0.95	8.010	0.17	1.436	0.30	0.177	0.60	0.878	0.40	12.206			
05/03/11	0.42	4.572	1.04	9.201	0.19	1.611	0.57	0.325	0.60	0.878	0.40	12.206			
06/03/11	0.44	4.792	1.14	10.589	0.22	1.875	0.23	0.137	0.60	0.878	0.41	12.526			
07/03/11	0.45	4.939	1.20	11.451	0.25	2.140	0.49	0.281	0.60	0.878	0.41	12.526			
08/03/11	0.46	5.093	1.26	12.337	0.28	2.404	0.05	0.039	0.60	0.878	0.42	12.847			
09/03/11	0.49	5.555	1.31	13.091	0.30	2.581	0.34	0.198	0.60	0.878	0.42	12.847			
10/03/11	0.52	6.029	1.31	13.091	0.33	2.846	0.58	0.330	0.60	0.878	0.43	13.167			
11/03/11	0.55	6.511	1.33	13.397	0.35	3.023	0.22	0.132	0.60	0.878	0.43	13.167			
12/03/11	0.47	5.247	1.46	15.437	0.37	3.199	0.47	0.270	0.60	0.878	0.43	13.167			
13/03/11	0.32	3.111	1.62	18.073	0.40	3.464	0.10	0.066	0.60	0.878	0.44	13.488			

Master

Name _____

Signature & Stamp _____

Chief Engineer

Name _____

Signature _____

Ensuring and certifying under the penalty of perjury that the various land soundings and other measurements required under the EMP are accurate and represent truthful values.

Deck OOW _____

Engine OOW _____

ONIA MANAGEMENT S.A.

M/T THEO T

O.D.M.E. TEST

DATE	*DESCRIPTION OF JOB / OPERATION*	*REMARKS*
21 FEB. 2011	TESTED ODME "PPM RANGE EXCEEDED" ALARM OK	
	30 LTR NAUTICAL MILE ALARM / VALVE OPERATIONAL	
	TIME: 1047 HLT (0847 UTC)	
	POSITION: LAT. 5A° AA.5N LONG. 005° 29.4E	
04-MAR-2011	TESTED ODME "PPM RANGE EXCEEDED" ALARM OK	
	30 LTR NAUTICAL MILE ALARM / VALVE OPERATIONAL	
	TIME: 1438 LT (1738 UTC)	
	POSITION: LAT. 22°29.2 N, LONG 061° 14.1 W	

THE CHIEF OFFICER :

TRAINING PROGRAM FOR THE 1st HALF OF 2011

Every week (every Saturday) the following topics should be discussed onboard for training purposes. After lecturing or any demonstration that takes place onboard vessels, every crewmember must sign the relevant "Training Sessions Record" form for record purposes (Procedure 14).
The program is to be used as guidelines regarding issues to be included in the weekly training sessions. It is strongly recommended that training DVDs, publications and company manuals available onboard are used as training aids during the sessions. Furthermore, it is recommended that demonstration of equipment is carried out where appropriate.

JANUARY	
WEEK 1: Personal Protective Equipment 09 Types of PPE, Head Protection, Hearing Protection, Face and Eye protection, Respiratory protective equipment, Hand and foot protection, Protection from falls, Body Protection, Protection against drowning. **WEEK 2: Pollution Prevention** 15 Oil record books Part I & Part II incl. amendments, Oily bilge water management, sludge treatment, Garbage log book, MARPOL Annex VI, STS Plan	**WEEK 3: Security Measures** 15 Security levels, security duties, security threats and patterns, Recognition and detection of weapons, dangerous substances and devices, Recognition of characteristics and behavioral patterns of persons who are likely to threaten security, Anti-piracy measures **WEEK 4: Use of Critical Equipment** 22 Emergency and main fire pumps, lifeboat engines, fire dampers, emergency generator, quick closing valves, pollution prevention equipment
FEBRUARY	
WEEK 1: Entering Enclosed or confined spaces 12 Precautions on entering enclosed spaces, Identifying potential Hazards, Preparing and securing the space for entry, Testing the atmosphere of the space, Procedures before and during entry, B.A. and resuscitation , Familiarization with the handling and calibration of gas instruments **WEEK 2: Pollution Prevention** 19 Pollution response, Response to spills of hazardous materials onboard, SOPEP/SMPEP, VRP, Spill clean up equipment onboard	**WEEK 3: Safety Management System** 16 Company's Policies, Company Procedures Manual, Shipboard Operations Manual, Safety Manual, ISM Amendments, Risk Assessment, Quality Procedures Manual **WEEK 4: Life Saving Appliances** 26 Lifejackets, Immersion suits, Thermal protective aids, Lifebuoys, Launching lifeboats and liferafts, Lifeboat/liferaft emergency equipment, Line throwing appliances, Pyrotechnics, SCBA, EEBDs
MARCH	
WEEK 1: Personal Health and Safety Accidents and medical emergencies, housekeeping, occupational health and safety, health and hygiene, first aid (including CPR), smoking onboard **WEEK 2: – Pollution Prevention** ISO 14001 requirements, Environmental Management Plan, Environmental duties and responsibilities, Waste/garbage management, VOC Management Plan	**WEEK 3: Security Measures** Techniques used to bypass security measures, security related communications, emergency procedures and systems, methods of physical searches of persons, personal effects and baggage, Anti-piracy measures **WEEK 4: Fire Fighting** Fixed fire extinguishing, fire main/fire fighting, how to fight a fire onboard this ship, portable fire extinguishers, CO2, SOLAS/Fire training manuals
APRIL	
WEEK 1: Permit – to – Work Systems Hot Work permits, Cold Work Permits, Enclosed Space Entry permits, Working Aloft, Risk assessment prior to carrying out work, safety precautions prior to work **WEEK 2: Pollution Prevention** Ballast water exchange, transfer of aquatic organisms, Vessel General Permit, Ballast Water Management Manual, Heavy Weather Ballasting	**WEEK 3: Emergency procedures** Actions in the event of a fire, man overboard, vessel collision or grounding response, loss of steering, search and rescue, loss of propulsion, confined space rescue **WEEK 4: Emergency equipment** Flares and other emergency signals. EPIRB and other emergency equipment, two-way VHF, radar transponders, VDR
MAY	
WEEK 1: Use of Work Equipment Use of tools and equipment, Hand tools, Portable power operated tools and equipment, Workshop and bench machines (fixed installations), Abrasive wheels, Familiarization with the handling and calibration of gas instruments. **WEEK 2: Pollution Prevention** Marpol Annex I, Marpol Annex IV, Marpol Annex V, Marpol Annex VI, STS Plans	**WEEK 3: Security Measures** Measures per security level, monitoring restricted areas, gangway watch, ID check, screening procedures, roving patrols, responding to security emergencies, Anti-piracy measures **WEEK 4 – Vessel Access** Safe access to vessel, transfer by using the STS basket, pilot access, lifting an unconscious person, helicopter operations
JUNE	
WEEK 1: Living Onboard Health and hygiene, working in a hot climate, working clothes, shipboard housekeeping, substances dangerous to health, common personal injuries **WEEK 2: Pollution Prevention** Tank sounding in the E/R, Incinerator operation, OWS and OCM operation, ODME	**WEEK 3: Pollution Prevention** Oil record books, Treatment of sludges, Bilge waters, Other Oil Residues. Oil Water Separator – operation 15ppm test - auto stop devise. Incinerator – Operation – maintenance. SOPEP/SMPEP – VRP **WEEK 4: Anchoring, Mooring and Towing Operations** Anchoring and Weighing Anchor, Making fast and casting off, Mooring to buoys, emergency towing operations

The following publications can be used as a reference. ISGOTT, Code of Safe Working Practices, MARPOL, SOLAS, ISPS Code, Company's Manuals, SOPEP/ SMPEP / VRP and any other relevant Shipping Publication

TRAINING PROGRAM FOR THE 2nd HALF OF 2010

Every week (every Saturday) the following topics should be discussed onboard for training purposes. After lecturing or any demonstration that takes place onboard vessels, every crewmember must sign the relevant "Training Sessions Record" form for record purposes (Procedure 14).
The program is to be used as guidelines regarding issues to be included in the weekly training sessions. It is strongly recommended that training DVDs, publications and company manuals available onboard are used as training aids during the sessions. Furthermore, it is recommended that demonstration of equipment is carried out where appropriate.

JULY	
WEEK 1: Personal Protective Equipment 24 Types of PPE, Head Protection, Hearing Protection, Face and Eye protection, Respiratory protective equipment, Hand and foot protection, Protection from falls, Body Protection, Protection against drowning. **WEEK 2: Pollution Prevention** 03 Oil record books Part I & Part II, Oily bilge water management, sludge treatment, Garbage log book, MARPOL Annex VI	**WEEK 3: Security Measures** 03 Security levels, security duties, security threats and patterns, Recognition and detection of weapons, dangerous substances and devices, Recognition of characteristics and behavioral patterns of persons who are likely to threaten security, Anti-piracy measures **WEEK 4: Use of Critical Equipment** 24 Emergency and main fire pumps, lifeboat engines, fire dampers, emergency generator, quick closing valves, pollution prevention equipment
AUGUST	
WEEK 1: Entering Enclosed or confined spaces 09 Precautions on entering enclosed spaces, Identifying potential Hazards, Preparing and securing the space for entry, Testing the atmosphere of the space, Procedures before and during entry, B.A. and resuscitation, Familiarization with the handling and calibration of gas instruments. **WEEK 2: Pollution Prevention** 09 Pollution response, Response to spills of hazardous materials onboard, SOPEP/SMPEP, VRP, Spill clean up equipment onboard	**WEEK 3: Safety Management System** 21 Company's Policies, Company Procedures Manual, Shipboard Operations Manual, Safety Manual, ISM Amendments, Risk Assessment, Quality Procedures Manual **WEEK 4: Life Saving Appliances** 28 Lifejackets, Immersion suits, Thermal protective aids, Lifebuoys, Launching lifeboats and liferafts, Lifeboat/liferaft emergency equipment, Line throwing appliances, Pyrotechnics, SCBA, EEBDs
SEPTEMBER	
WEEK 1: Personal Health and Safety 13 Accidents and medical emergencies, housekeeping, occupational health and safety, health and hygiene, first aid (including CPR), smoking onboard **WEEK 2: – Pollution Prevention** 13 ISO 14001 requirements, Environmental Management Plan, Environmental duties and responsibilities, Waste/garbage management	**WEEK 3: Security Measures** 25 Techniques used to bypass security measures, security related communications, emergency procedures and systems, methods of physical searches of persons, personal effects and baggage, Anti-piracy measures **WEEK 4: Fire Fighting** 25 Fixed fire extinguishing, fire main/fire fighting, how to fight a fire onboard this ship, portable fire extinguishers, CO2, SOLAS/Fire training manuals
OCTOBER	
WEEK 1: Permit – to – Work Systems 12 Hot Work permits, Cold Work Permits, Enclosed Space Entry permits, Working Aloft, Risk assessment prior to carrying out work, safety precautions prior to work **WEEK 2: Pollution Prevention** 17 Ballast water exchange, transfer of aquatic organisms, Vessel General Plan, Ballast Water Management Manual, Heavy Weather Ballasting	**WEEK 3: Emergency procedures** 30 Actions in the event of a fire, man overboard, vessel collision or grounding response, loss of steering, search and rescue, loss of propulsion, confined space rescue **WEEK 4: Emergency equipment** 30 Flares and other emergency signals, EPIRB and other emergency equipment, two-way VHF, radar transponders, VDR
NOVEMBER	
WEEK 1: Use of Work Equipment 13 Use of tools and equipment, Hand tools, Portable power operated tools and equipment, Workshop and bench machines (fixed installations), Abrasive wheels, Familiarization with the handling and calibration of gas instruments. **WEEK 2: Pollution Prevention** 13 Marpol Annex I, Marpol Annex IV, Marpol Annex V, Marpol Annex VI	**WEEK 3: Security Measures** 30 Measures per security level, monitoring restricted areas, gangway watch, ID check, screening procedures, roving patrols, responding to security emergencies, Anti-piracy measures **WEEK 4 – Vessel Access** 29 Safe access to vessel, transfer by using the STS basket, pilot access, lifting an unconscious person, helicopter operations
DECEMBER	
WEEK 1: Living Onboard 11 Health and hygiene, working in a hot climate, working clothes, shipboard housekeeping, substances dangerous to health, common personal injuries **WEEK 2: Pollution Prevention** 25 Tank sounding in the E/R, Incinerator operation, OWS and OCM operation, ODME	**WEEK 3: Pollution Prevention** 25 Oil record books, Treatment of sludges, Bilge waters, Other Oil Residues, Oil Water Separator – operation 15ppm test - auto stop device, Incinerator – Operation – maintenance, SOPEP/SMPEP - VRP **WEEK 4: Anchoring, Mooring and Towing Operations** 30 Anchoring and Weighing Anchor, Making fast and casting off, Mooring to buoys, emergency towing operations

The following publications can be used as a reference: ISGOTT, Code of Safe Working Practices, MARPOL, SOLAS, ISPS Code, Company's Manuals, SOPEP/SMPEP / VRP and any other relevant Shipping Publication.

TRAINING PROGRAM FOR THE 1st HALF OF 2010

Every week (every Saturday) the following topics should be discussed onboard for training purposes. After lecturing or any demonstration that takes place onboard vessels, every crewmember must sign the relevant "Training Sessions Record" form for record purposes (Procedure 14). **The current training program emphasizes on the Pollution Prevention Measures and Security Measures.**

This program must be strictly followed.

JANUARY

WEEK 1: Personal Protective Equipment 02
Types of Equipment. Head Protection. Hearing Protection. Face and Eye protection. Respiratory protective equipment. Hand and foot protection. Protection from falls. Body Protection. Protection against drawing.

WEEK 2: Pollution Prevention 09
Oil record books. Treatment of sludges. Bilge waters. Other Oil Residues. Oil Water Separator – operation 15ppm test - auto stop devise. Incinerator – Operation – maintenance. SOPEP/SMPEP – VRP. Garbage Management etc.

WEEK 3: Security Measures 16
Security duties. Measures per Security levels. Monitoring restricted areas. Roving Patrols. Gangway watch. ID Check. Screening Procedures

WEEK 4: Entering Enclosed or confined spaces 30
Precautions on entering enclosed spaces. Identifying potential Hazards. Preparing and securing the space for entry. Testing the atmosphere of the space. Procedures before and during entry. B.A. and resuscitation equipment.

FEBRUARY

WEEK 1: Personal Health and Safety 13
Emergency procedures and fire precautions. Accidents and Medical Emergencies. Health and Hygiene. Good Housekeeping. Environmental Responsibilities. Occupational Health and safety.

WEEK 2: Company's SMS implementation. 13
Shipboard Operation Manual. Policy manual. Fire Training Manual. Quality & Environmental Management Procedures Manual.

WEEK 3: Use of Life Saving Appliances 20
Use of Life Jackets. Immersion Suits. Thermal Protective Aid. Survival Techniques. Use of E.E.B.Ds. EPIRB. Radar Transponders. Two way VHF. Line Throwing Appliances. Pyrotechnics

WEEK 4: Company's SMS implementation. 27
Procedures Manual. Safety Manual.

MARCH

WEEK 1: Fire precautions - Fire Fighting Procedures 06
Smoking. Electrical and other fittings. Spontaneous combustion. Machinery spaces. Galleys. Fire Alarms. Fixed Fire Fighting System. Use of Portable Fire Extinguishers.

WEEK 2: – Various permits systems 13
Cold work permits. Working aloft / outboard permits. Instructions Hot Work - General protective equipment. Pre-use equipment check. Precautions against fire and explosion. Electric welding equipment. Compresses gas cylinders. Gas welding and cutting.

WEEK 3: Security Measures 28
Security duties. Measures per Security levels. Monitoring restricted areas. Roving Patrols. Gangway watch. ID Check. Screening Procedures

WEEK 4: Pollution Prevention 29
Oil record books. Treatment of sludges. Bilge waters. Other Oil Residues. Oil Water Separator – operation 15ppm test - auto stop devise. Incinerator – Operation – maintenance. SOPEP/SMPEP-VRP. Garbage Management

APRIL

WEEK 1: Entering Enclosed or confined spaces 10
Precautions on entering dangerous enclosed spaces. Duties and responsibilities of a responsible officer. Identifying potential Hazards. Preparing and securing the space for entry. Testing the atmosphere of the space. Procedures before and during entry. B.A. and resuscitation equipment.

WEEK 2: Living onboard 10
Health and Hygiene. Working in hot climate. Working clothes. Shipboard House keeping. Substances hazardous to health. Common personal injuries.

WEEK 3: Emergency procedures 21
Action in the event of a fire. Muster and drills. Fire drills. Survival craft drills. Drills and rescue from dangerous spaces.

WEEK 4: Company's SMS (Briefly) 22
Procedures Manual. Safety Manual. Shipboard Operation Manual. Policy manual. Quality & Environmental Management Procedures Manual

MAY

WEEK 1: Use of Work Equipment 06
Use of tools and equipment. Hand tools. Portable power operated tools and equipment. Workshop and bench machines (fixed installations). Abrasive wheels

WEEK 2: Security Measures 21
Security duties. Measures per Security levels. Monitoring restricted areas. Roving Patrols. Gangway watch. ID Check. Screening Procedures

WEEK 3: Use of Life Saving Appliances 24
Use of Life Jackets. Immersion Suits. Thermal Protective Aid. Survival Techniques. Use of E.E.B.Ds. EPIRB. Radar Transponders. Two way VHF. Line Throwing Appliances. Pyrotechnics

WEEK 4 – Use of Critical Equipment 29
Emergency and Main Fire Pumps. L/B Engines. Fire dampers. Emergency Generators. Quick closing valves. Oil Water Separators. Life Boat Equipment. Life Raft. Etc.

JUNE

WEEK 1: Maintenance (General Principles) 05
Floor plates and handrails. Machinery. Boilers. Auxiliary machinery and equipment. Main Engines.

WEEK 2: Company's SMS
Company's Procedures Manual. Shipboard Operations Manual. SOLAS Maintenance onboard. Quality & Environmental Management Procedures Manual

WEEK 3: Pollution Prevention 27
Oil record books. Treatment of sludges. Bilge waters. Other Oil Residues. Oil Water Separator – operation 15ppm test - auto stop devise. Incinerator – Operation – maintenance. SOPEP/SMPEP - VRP

WEEK 4: Anchoring, Mooring and Towing Operations 27
Anchoring and Weighing Anchor. Making fast and casting off. Mooring to buoys. Towing. Helicopter operations

The following publications can be used as a reference: ISGOTT. Code of Safe Working Practices. MARPOL. SOLAS. ISPS Code. Company's Manuals. OPEP. SMPEP. VRP and any other relevant Shipping Publication.

ONBOARD SAFETY COMMITTEE MEETING MINUTES

This form should be submitted to the Head Office every month

Note: Refer to Company Procedure No. 14

Vessel: M/T "THEO T"

A.	Date:	27/Feb/11	Time:	1030H-1200H	Place:	AT SEA

B. ATTENDEES

Title	Name	Signature
1. Master	Capt. Ioannis Mastrodimas	
2. Chief Officer	Lemwel Gapasinao	
3. Chief Engineer	Filippo Nakos	
4. 2nd Officer	Raul Villalongja	
5. 2nd Engineer	Allan Flores	
6. 3rd Officer	Leevert S. Briones	
7. 3rd Officer	Raymund Nazareno	DUTY
8. 3rd Engineer	Aguedo Tabangay Jr.	
9. 4th Engineer	Andresito Hontanosas	DUTY
10. Electrician	Nicolae Budu	
11. Bosun	Marcos Palma	
12. Pumpman	Rogelio Sumilang	
13. Able Bodied Seaman	Albert Bueno	DUTY
14. Able Bodied Seaman	Arnel Magat	
15. Able Bodied Seaman	Al Ryan Palima	

C. AGENDA: Following topics to be discussed (if applicable.)

- Minutes of the previous Meeting and a Report on Actions Taken.
- Evaluation of drills for the Last Month.
- Review af all Shipboard Inspections that took place in the Previous Month and discuss Corrective Action Plan. (Class Inspections, Internal External Audits, Superintended Inspection, Vetting Inspections etc.)
- Review the training that takes palce on board.
- Discuss and take action for any problems that emerge.
- Discuss any changes to company's SMS (revisions), new circulars, new regulations etc. (if applicable)
- Any other topics is relevant to the vessel.

ONBOARD SAFETY COMMITTEE MEETING MINUTES

This form should be submitted to the Head Office every month

Note: Refer to Company Procedure No. 14

Vessel: M/T "THEO T"

A	Date:	27/Feb/11	Time:	1030H-1200H	Place:	AT SEA

B. ATTENDEES

Title	Name	Signature
16. Able bodied Seaman	Lowel Margatinez	
17. Ordinary Seaman	Higino Catacutan Jr.	
18. Deck Cadet	Arland Bello	
19. Oiler	Ronie Encarnacion	
20. Oiler	Romy Puyo	
21. Fitter	Honorio Perez	
22. Engine Cadet	Raymond Corpuz	DUTY
23. Chief Cook	Perera Gonaduwage	
24. Messman	Jearol Alfafara	
25. Messman	Jose Alfonso Boco Jr.	

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- Any other topics is relevant to the vessel.

D MINUTES (including action plan and responsible person (s)).

The Safety Committee Meeting for the Month of February 2011 was called upon by Master while the vessel is enroute to Panama in the Crew Recreation Room at 1030H.

PIRACY ATTACK (PN:678943) DD 01 FEB 2011

Master discussed the latest piracy attack on an Oil Tanker during her passage of the Arabian Sea. The Oil Tanker was attacked by pirates. The pirates tried to hit their Sattelite Antenna with RPG and at the same time tried to board the vessel using steel ladder The pirates attacked and attemped were not successful becaused of the razor wire around the railings of vessel and the massive manuever by the vessel security. The Vessel has no casualties on board becuase of good de-briefing and drill by the 3 Security personnel hired by the Company before passing the Suez Canal.

MASTER READ AND DISCUSSED THE FOLLOWING NEW SOLAS AMENDMENTS INTO FORCE

Master read On 1 January 2011 a number of new amendments has been coming into force with regard to SOLAS and MARPOL

. SOLAS - Time to say farewell to asbestos / IMO Convention Safe and Environmentally Sound Recycling of Ships

The new amendment to SOLAS II-1 (2005) / 3 -5.2. MSC coming into force on 1 January 2011 prohibits w/o anyexemption any new installation of materials w/c contain ASBESTOS. (SOLAS, MSC.282 (86)). This applies for all new buildings and existing ships with 500 GT and above.

2. ECDIS SIMPLIFIES NAVIGATION (SOLAS V (2000) / 19.2.1.4, MSC 282 (86))

From 1 January 2011 an ELECTRONIC CHART DISPLAY AND INFORMATION SYSTEM(ECDIS) is also accepted as meeting the CHART carriage requirements of SOLAS V (2000) / 19.2.1.4, Safety of Navigation. The requirements will be mandatory for ships and phased-in for existing ships. The implementation of the requirements for ships on international voyages to be fitted with ECDIS starts for construction dates from 1 January 2012 of passangers ships of 500 GT and above and tankers of 3000 GT and above with a possible exemption by the administration

3. EFFICIENT FUEL DOCUMENTATION (SOLAS VI/5-1,MSC 282(86))

All new buildings and existing ships require from 1 January 2011 a Material Safety Data Sheet (MSDS) prior to loading of oil or oil fuel , as defined in MARPOL I, as cargo in bulk or bunkering of oil fuel (ie bunker fuel for its own PROPULSION)

4. COATING GUIDELINES UPDATED (SOLAS II-1 (2005) /3-2.4, MSC.1/CIRC.1330)

A new GUIDELINES FOR MAINTENANCE AND REPAIR OF PROTECTIVE COATINGS is released, covering ONLY IN-SERVICE MAINTENACE AND REPAIR OF COATINGS, Corrosion prevention systems other than coating are not covered

5. MARPOL 73/78 Ship to Ship Transfer revised (MARPOL I (2004) 41, MEPC.186 (59))

New regulation GENERAL RULES ON SAFETY AND ENVIRONMENTAL PROTECTION requiring oil tankers conducting STS (Ship to Ship) operations to carry on board an approved STS operations plan, written in the working language of the ship and developed on the basis of the best pratice guidelines for STS operations and act accordingly. A person in overall advisory control of STS operations shall be able to perform all relevant duties. Records of STS operations shall be retained on board for THREE YEARS.

The new chapter 8 (Reg. I/40 to 42) will apply to oil tankers of 150 GT and above engaged in the tranfer of oil cargo between oil tankers at sea (STS Operations). The regulation shall not apply to oil transfer operations associated with FPSOs and FSUs and also not binkering operations.

5. NEW NITROGEN OXIDES (MARPOL VI (2008) / 13.4, MEPC 176 (58))

With MARPOL VI (2008) / 13.4 operation of marine diesel engine is only permitted when its emission of nitrogen oxides is within certain limits (meeting Tier II engines), depending on the rated engine speed (crankshaft revolutions per minute). This applies to buildings with the keel laying date between 1 January and 1 January 2016

OUTLOOK FOR 2012

The 2010 STCW Manila Amendments willl bring changes for crew and ship management alike. The later is responsible for the training of the crew and the implementation of this reqiurements into the quality policy. The New GL Academy Seminar STCW IMPLEMENTATION WORKSHOP 2010, Available from End January 2011, Will BE Providing Guidance for ship managers About the Requirements of The New STCW Amendments. The new seminar explains how to implement the STCW requirements in quality and safety policy and avoid problems with PORT STATE CONTROL as from beginning of 2012.

E. DISTRIBUTION

1. Officers Dayroom √ 2. Crew Dayroom √ 3. Onboard File √ 4. Head Offices √

M/T THEO T NASSAU

Capt. Ioannis Mastrodimas
*Master

D MINUTES (including action plan and responsible person (s)).

SMS MANAGEMENT REVIEW MEETING NO. 01/11 DD 27 JANUARY 2011

The Master read and discussed the following agenda made by the office in Greece in all vessels.

1. Review of status of actions proposed to be taken during previous MRMM
2. Review of objectives for 2011
3. Review and analysis of KPIs
4. Review and analysis of navigational audit trends and near miss trends
5. Review of company's policies
6. Review of SMS
7. Review of revisions and amendments to the SMS during 2010
8. Feedback from Master's review and Fleet Engineering surveys
9. Review of incidents that occurred during 2010 and assessment of the effectiveness of corrective / preventive actions established
10. Summary of non-conformities and observations issued to the fleet within 2010 and assesment of the effectiveness of corrective or preventive actions established
11. Audit, inspections and attendance schedule for 2011
12. Review of Table Top drill
13. Review of company's internal audit
14. Review of TMSA audit carried out within 2010
15. Review of company's Compliance program
16. Review of fleet's SSPs and the piracy situation off East Africa
17. Review of shore-based personnel training
18. Review of regulations coming into effect on 1/1/2011 and forthcoming regulations and level of fleet's compliance with Environmental Regulations
19. Proposal for improvement and actions to be taken

The Master specified the Crew promotion procedure and one example was CAPT. PARCHAS cased.

1. The critiria should be circulated in order to be re-assessed.
2. A specific procedure will be conducted describing the process of promoting and the necessary training that should be given, according to the position. CAPTAIN PARCHAS case could be used as an example. Upon completion of the above, one candidate will be chosen and the procedure will be implemented as a trail.

DEFICIENCIES IDENTIFIED ONBOARD (PN:689685) DD 15 FEB 2011

Two Non conformities were found by the USCG at New York in one of our vessel. The first Non conformities was the Lighting fixture lenses cracked in SOPEP Locker creating a potential as a vapour ignition source. Vessel was instructed to replace cracked lenses within 30 days. The Second Non conformities was No. 1 AUX Boiler and No. 3 AUX Boiler F/W Pump and No. 2 Fuel Oil Tank Heating Line were temporary repaired with soft patches by the crew to stop leaking in the engine.

PIRACY ATTEMT - ECUADOR

2215LT 0315UTC GPS POSN LAT 03 - 13S LONG 082 - 03W 79NM from ECUADOR COAST. One vessel was chased the two small speed boats from portside distance 4.5NM CPA was 0.5NM BCR with one boat and 0.2NM with other boat. Becuased the two boats not responding and with conspicious movement the vessel make early action. They increased speed and manouvred zigzig until the vessel speed at 15.5 Knots. The boats aborted attacking. The SSAS Alert was cancelled after the chased.

THE NEW ENVIRONMENTALERA FOR TANKER SHIPPING

The new crude oil concept vessel named TRIALITY has been developed through a DNV innovation. As its name indicates, it fulfils three main goals.

1. It is environmentally superior to a crude oil tanker
2. Its new solutionsare feasible and based on well known technology
3. It is financially attractive compared to conventional crude oil tankers operating on heavy fuel oil.

The TRIALITY concept VLCC have less harm to the environment because it emits 34% less CO2, eliminate entirely the need for ballast water, eliminate entirely the venting of cargo vapour (VOC's) and use 25% less energy. So the first TRIALITY crude oil tanker will leave the shipyard before the end of 2014 concludes DNV CEO named HENRIK O. MADSEN.

E. DISTRIBUTION

1. Officers Dayroom √ 2. Crew Dayroom √ 3. Onboard File √ 4. Head Offices √

Capt. Ioannis Mastrocostas
Master

D MINUTES (including action plan and responsible person (s)).

THERMAL OIL HEATER FIRE IN THE FUNNEL

The vessel had an exhaust gas heated Thermal Oil installation. The thermal oil circulating pump stopped and the standby pump did not start. No alarm indicating abnormal condition was given. The thermal oil system temparature and pressure increased until the safety valve directed the oil into the compensating (expansion) tank. The expansion tank overflowed (again no alarm was given) through its air vent head. The air vent head was mounted inside the funnel , close to the exhuast pipes. An explosion was heard from the funnel followed by fire. Master read the lesson to learn one by one:

1. Ship's crew should periodically check automation and safety system of thermal oil heat boiler to ensure functionality in case of abnormal situations.
2. Ship's crew should periodically check insulation of "hot surface' to ensure that such surfaces should not be a potential source of ignition.
3. The importance of regular fire drills and training should not be underestimated and it is important for effective suppression and extinction of fire in real life situations.

YOUR TEETH AND YOU

As a mariner there are few things as important to your health and well being as your teeth. We spend a great deal of time and energy exercising, eating, sleepingand working. All in order to properly take careof our bodies. Master informed that we can make overall mouth healthy.

1. Brush your teeth a minimum twice per day.
2. se toothpaste with fluoride in it.
3. Floss between your teeth at least once a day.
4. Visit your dentist twice yearly.

There are a few things you can do on your own when you begin having pain.

1. Rinse your teeth with warm water or warm salt water.
2. Use dental floss
3. Take over the counter pain antiseptic
4. Apply a cold compress
5. Seek dental or medical attention

HYDROSTATIC TESTING OF BUNKER LINES CIRC - SFT:158 DD 24 FEB 2011

Sector New Orleans Port State Control Officers(PSCO's) have discovered an increasing number of vessels that are not in conpliance with the requirement of 33 Code of Federal Regulations 156.170 which requires each transfer pipe system used in a tranfer to, from or within a vessel with a capacity of 250 barrels or more on the navigable waters or contiguou zone of the United States, to be tested inder static liquid pressure at least 1.5 times the maximum allowable working pressure annually. Several vessel could not provide the written records of the date and result of the recent hydrostatic test and inspection of the vessel 's bunker lines/transfer systems as required by 33 Code of Federal Regulations 155.820. It is the responsibility of the master and or operator of a vessel to ensure that the vessel is in compliance with 33 Code of Federal Regulationsparts 155(Oil or Hazardous Material Pollution Prevention Regulations) and 156(Oil and Hazardous Material Transfer Operations) prior to the vessel engaging in the transfer od oil or hazardous material on the navigable waters or contiguous zone of the United States. Failure to ensure compliance with these regulations could result in a maximum civil penalty of $6,000 for each infraction

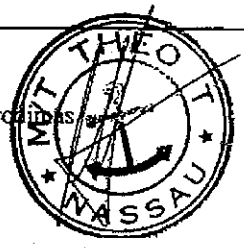
SALVAGE AND MARINE FIREFIGHTING REQUIREMENTS AND VESSEL RESPONSE PLANS (VRP)

The Coust Guard published the Salvage and Marine firefighting(SMFP) Requirements :VRP's for Oil on December. 31, 2008 (73 FR 80618) and the Vessel and Facilities Response Plans for Oil: 2003 Remonal Equipment Requiremnets and Alternative Technology revisions also known as CAP's: Final Rule on August 30, 2009 (74 FR 45004). These regulations requiring updates to the tank vessel response plans and facilities response plans will become effective on February 22, 2011 with the exception of certain provisions. If vessels have not complied with these regulatory requirements vessel will be denied into port because of the increased environmental risk posed by not having met the requirements for responding to a worst case scenario. The plan amendments found in 33 CFR 154.1045(j) will not become effective on February 22, 2011 because the term "inland rivers" os not definedwithin 33 CFR 54, so the U.S.C.G. is deferring compliance with this requirement until a determination in made. Sector New Orleans will provide additional information regarding this requirement as soon as possible.

E. DISTRIBUTION

1. Officers Dayroom √ 2. Crew Dayroom √ 3. Onboard File √ 4. Head Offices √

Capt. Ioannis Mastrodimas
Master



D MINUTES (including action plan and responsible person (s)).

REVIEW NEAR MISSES AND DRILLS FOR YEAR 2010 AND JANUARY AND FEBRUARY 2011

The last topic discussed by Master were about the near misses found and drills carried out on board. He discussed all the last Year 2010 near misses and drills and this January 2011 about helmets and safety shoes and February 2011 about winter boots. Master informed the new crew on board to be alert and wise to prevent near misses on board. He also said that wearing Personal Protective Equipment will lessen the accident on board. He review also the drills done last Year 2010 and this January and February 2011 that in addition we must conducted the drills as a real scenario to make some improvements and self confidence incase when the Port State Control Officer will board the vessel and conduct fire and abondonship drill. If Everyone are always ready and alert at all times no defeciencies will found. He also informed that we must be polite and proactive with the visitors becaused they said first impresssion last.

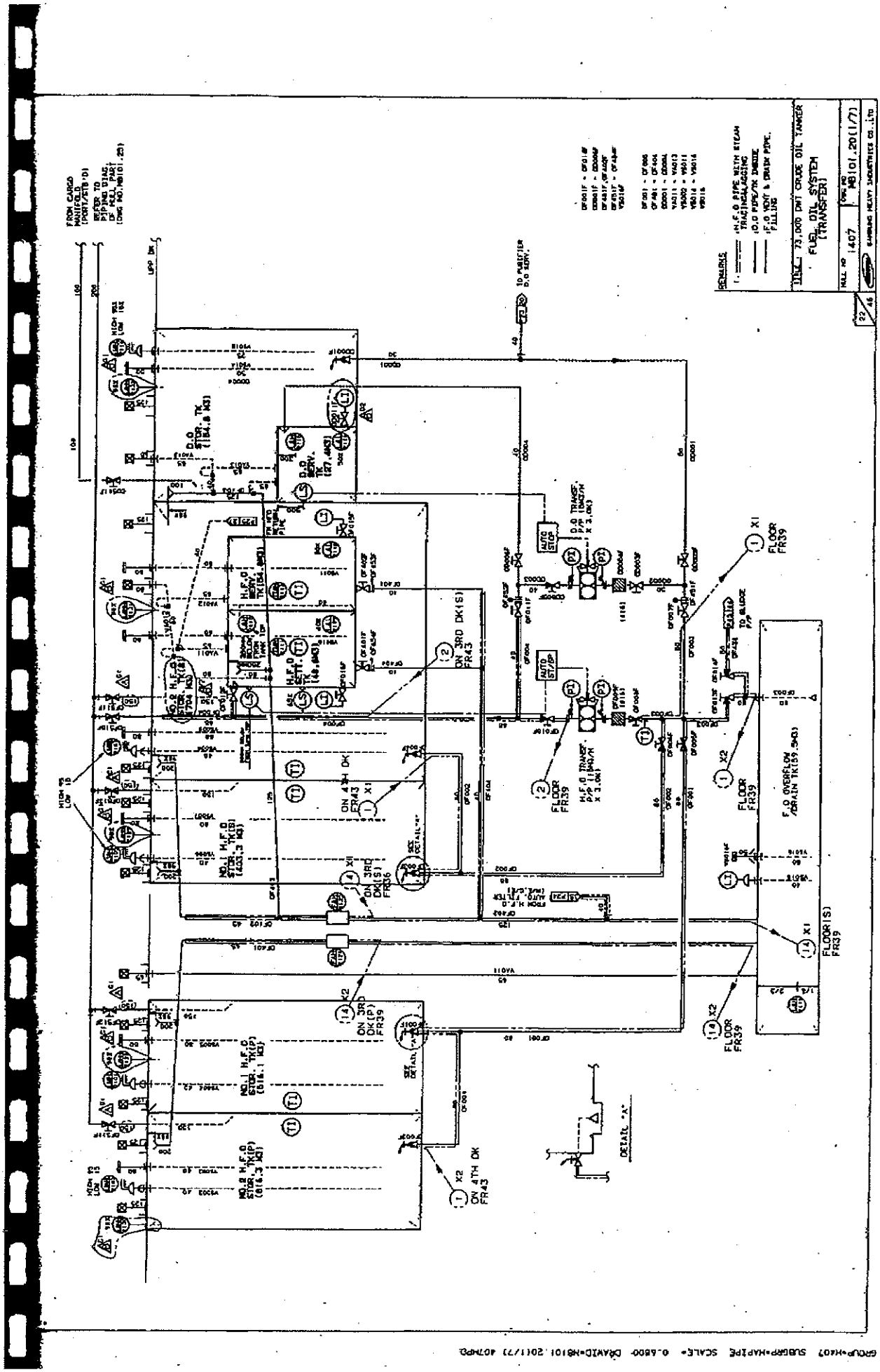
The Safety Committee Meeting was adjoured at 1200H and followed by familiarization with the new crew on board.

The duties were informed by Thrid Officer about the Safety Meeting.

E. DISTRIBUTION

1. Officers Dayroom √ 2. Crew Dayroom √ 3. Onboard File √ 4. Head Offices √

Capt. Ioannis Mastrocostas
Master


73,000 DWT CRUDE OIL TANKER
FUEL OIL SYSTEM
(TRANSFER)
HULL NO 1407
DWG NO HB101.2011(7)
SAMSUNG HEAVY INDUSTRIES CO.,LTD
REMARKS
H.F.O PIPE WITH STEAM TRACING&HEATING
D.O PIPE
H.F.O VENT & DRAIN PIPE, FILLING
FROM CARGO MANIFOLD (PORT/STB'D)
REFER TO PIPING DETAIL (DWG NO.HB101-25)
D.O STOR. TK (184.8 M3)
D.O SERV. TK (27.4M3)
H.F.O SETT. TK (140.8M3)
H.F.O SERV. TK (184.8M3)
NO.1 H.F.O STOR. TK(S) (616.3 M3)
NO.2 H.F.O STOR. TK(P) (616.3 M3)
F.O OVERFLOW DRAIN TK(159.5M3)
10 MICRON D.O PURIFIER
D.O TRANSF. P/P (5M3/H x 3.0M)
H.F.O TRANSF. P/P (15M3/H x 3.0M)
AUTO STOP
AUTO ST/BY
TO SLUDGE TK
ON 3RD DK(S) FR43
ON 4TH DK FR43
ON 3RD DK(P) FR39
FLOOR FR39
FLOOR(S) FR39
DETAIL "A"
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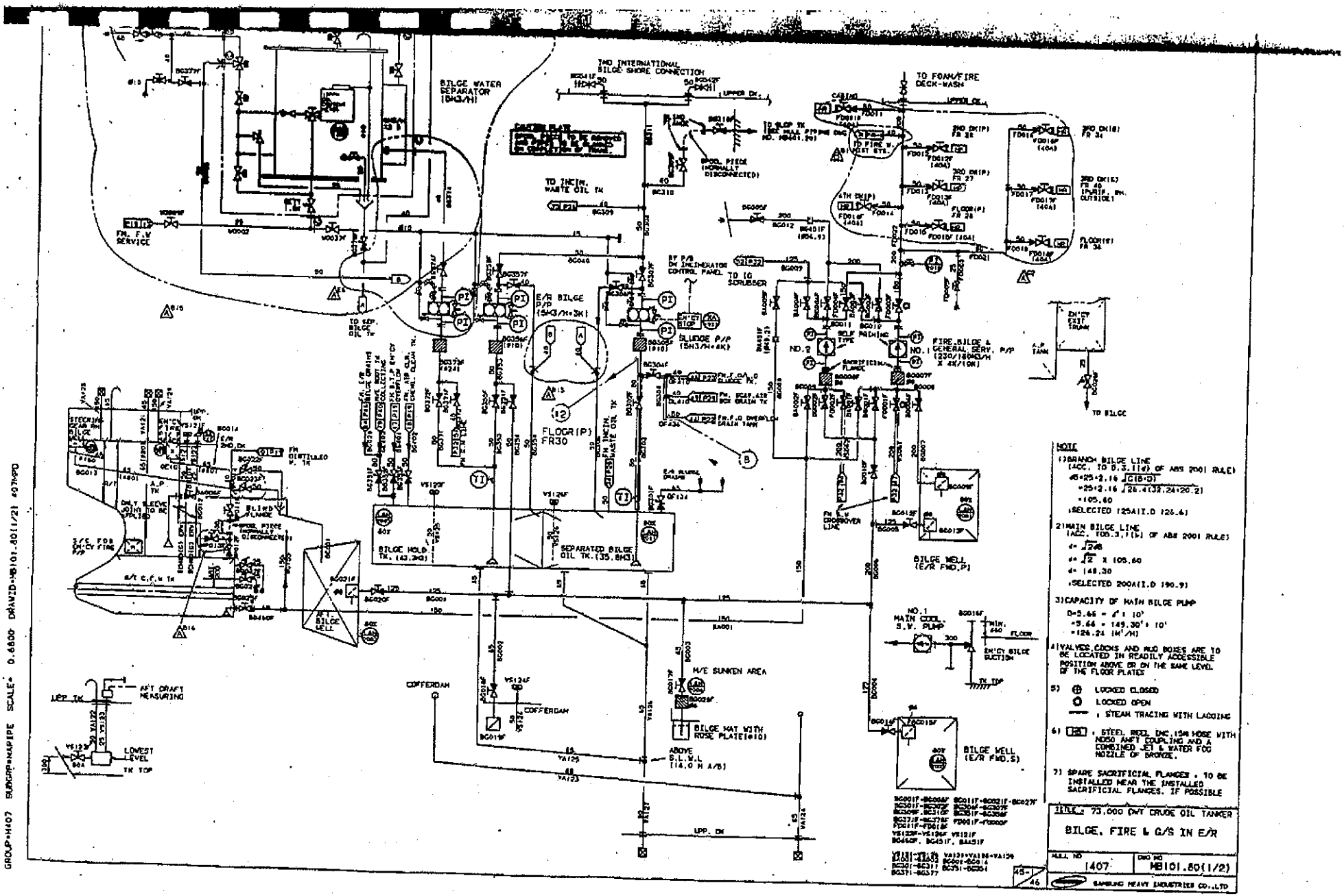

GROUP=H407 SUBGP=MAPIPE SCALE= 0.6800 DRAWID=HB101.6011/21 #07:PD

1.GENERAL SPECIFICATION

1.1 RULE	: ABS , IMO TYPE APPROVAL CERT. (GUIDELINES FOR THE IMPLEMENTATION OF ANNEX V,VI OF MARPOL 73/78.)
1.2 ELECTRIC SOURCE	
1) POWER SOURCE	: AC 440V , 60 Hz , 3φ
2) CONTROL SOURCE	: AC 220V , 60 Hz , 1φ
1.3 UNIT	: METRIC SYSTEM
1.4 NAME PLATE	: ENGLISH
1.5 PAINTING COLOR OF CONTROL PANEL	: MUNSELL No. 7.5 BG 7/2
PAINTING COLOR OF INCINERATOR BODY	: HEAT RESISTANT (SILVER)
1.6 CAUTION PLATE	: ENGLISH

2.TECHNICAL DATA

2.1 TYPE	: MAXI 50SL-1
2.2 CALORY CAPACITY	: 320,000 Kcal/h (372 Kw)
2.3 SOLID WASTE (2,400Kcal/Kg)	: MAX. 100 Kg/h
2.4 LIQUID WASTE (8,600Kcal/Kg)	: MAX. 38 Kg/h
2.5 RETENTION TIME FULE GAS	: 1 Sec
2.6 TOTAL AIR CONSUMPTION INCINERATOR	: 4,300 Nm^3/h (at 15℃)
2.7 FLUE GAS FUNNEL, MIN. DIAM	: 350 mm
2.8 FLUE GAS TEMPERATURE	: 350℃
2.9 FLUE GAS VOLUME	: 9,300 Nm^3/h (at 350℃)
2.10 MAX. COUNTER PRESSURE IN FUNNEL (INCL. OUTLET LOSS)	: 300 Pa (30 mmAq)
2.11 FUEL OIL CONSUMPTION MAX.	: APPROX. 5L
(WHEN HEATING THE INCINERATOR)	
2.12 COMPRESSURED AIR CONSUMPTION (SLUDGE BURNER)	: MAX. 16 Nm^3/h
2.13 COMPRESSURED AIR PRESSURE	: 7 Bar (7 Kgf/cm^2)
2.14 WORKING STEAM PRESSURE	: 6 Kgf/cm^2
2.15 TIME TO HEAT UP TO 700℃	: ABOUT 30 Min
16 FUEL OIL	: MARINE DIESEL OIL (MAX. 13 CST at 50℃)
17 INSIDE DIAM. OF DIESEL OIL PIPE	: 8 mm
2.18 FEEDING DOOR OPENING	: 550 x 650 mm

CHECK THE BURNER CAPACITY
연소용량확인

Check the burning volume of sludge by scale of sludge tank during one hour.
소각기 작동 중 1 시간 동안에 연소한 폐유량을 측정하여 기록한다.

COMBUSTION CAPACITY : 40 LITERS/hr
HEAT VOLUME OF WASTE OIL . 8540 Kcal/Kg
SPECIFIC GRAVITY : 957 Kgf/M^3
HEATTING OF WASTE OIL : 80 ℃

Calculate the burning capacity :
연소용량 계산

Burning ; 1 Hour

Q = 40 x 8540 x 0.957
= 326,911 Kcal/hr

Spec. ; 320,000 Kcal/hr

Burning capacity : 326,911 Kcal/Hr
연소용량

Check the temperature of surface Max. 48 ℃
소각기 표면 온도 측정

Remark
기타

INTERNAL ENVIRONMENTAL AUDIT REPORT

Number: 01/2011 **Issued:(date)** 23/02/2011

Internal Audit Number: 01/2011	Department / Vessel: M/T THEO T

A. Internal Audit Purpose: To determine the degree of the implementation and effectiveness of the EMP on board the Theo T as well as the requirements of the US Annex as part of the continuous improvement process of the company.

A. Scope (functions audited):

- Physical tour of the areas of the vessel concerned with the EMP
- Review of documents
- Interviews with crewmembers
- Observation of day to day operations with respect the EMP
- Functional test of environmental equipment

C. Auditor or Auditors Team (Names and Titles):

- Lead Auditor: Nikolaos Otheitis / Superintendent Engineer

- Auditor A:

- Auditor B:

This report is issued by (Name and Title): Nikolaos Otheitis / Superintendent Engineer

Distribution

- Environmental Management Representative [x]

- Head(s) of the department(s) being audited [x]

- Managing Director / EMR / CCM [x]

_____

_____

- Master of M/T I. Mastrodimas

INTERNAL AUDIT PLAN:

A. Opening Meeting (date and time): 21/02/2011

Members of Personnel Present

Master: I. Mastrodimas
C/E: F. Nakos
C/O: A. Sanchez

B. Function(s) / Department Audited:

Function / Department	Date - Time
Opening meeting	21/02 09.15 – 10.00
Review of Master's docs	21/02 10.15 – 12.00
Continue with Master's docs	21/02 13.30 – 15.00
Inspection of E/R and machineries, function test of OWS, incinerator and ODME simulation test	21/02 15.15 – 18.00
Review of C/E docs including ORB cross check	22/02 08.00 – 10.00
Inspection of pump room and deck areas	22/02 10.30 – 12.30
Checking of tag system	22/02 13.30 – 14.30
Checking of garbage management	22/02 15.20 – 16.30
Closing meeting	22/02 18.30

C. Closing Meeting (date and time): 22/02 18.30

Members of Personnel Present

Master: I. Mastrodimas
C/E: F. Nakos
C/O: A. Sanchez

Summary of Internal Audit Results

The environmental management plan audit on board the MT Theo T took place during the sea passage from Falmouth, UK to Gothenburg, Sweden between the dates 21-22 Feb 2011.
The purpose of the audit was to observe the implementation of the EMP on board and to assess the level of compliance with the company's requirements. In addition, the pollution prevention equipment was put to test to assure proper operation.

Upon completion of the audit the following were established:

Personnel

The responsibilities of shipboard personnel concerning the implementation of EMS were found to be well known to the Master, Chief Officer, Chief engineer and random crew members.

Company Policies and EMP

Updated copies of the company's Environmental Policy, Ethics Policy and Non Retaliation Policy were found to be posted outside Master's Office, Chief Engineer's Office on the Bridge and in CCR & ECR. All crew were found to be aware and familiar of the company's policies

SOPEP& VRP

• An approved SOPEP was available and fully updated, including updated list of National Port Contacts together with the appropriate vessel's drawings. Also the company's Emergency Response Contact list was found to be present and updated. The anti-pollution equipment used on board was found to be in accordance with the list is SOPEP.

Certification

The IOPP Certificate and supplement were available and endorsed as required with the last annual survey from the class on Sep 2010. All the tanks listed in the IOPP supplement were the true and the ones used on board and in the oil record book. The ship is fitted with arrangements that allow it to transfer bilges/sludges

to the Slop tanks and this is also stated in the IOPP Form B.

The IAPP Certificate was found onboard and endorsed as required.

Also, type approval certificates of OWS, OCM, Incinerator, Sewage and ODME were available.

Continuous Evaluation & Improvement

An Environmental Management Review was sent to the head office on 28/9/2011 by the previous Master and feed back was provided by the company.

Fleet Engineering Surveys were found completed by each Engine Officer except the 3rd engineer (see non conformity report).

The previous internal audit was carried out by Mr G. Karagiorgis on 04/2/2011 with appropriate follow up of the NCs/observations. External audits are carried out by independent authorities however no evidence was found on their recommendation status *(see non conformity report).*

Shipboard Personnel Familiarization, Training & Drills

Records that crew had participated in the company's pre-joining familiarization program were available onboard and upon sign on the Declaration of Environmental Commitment forms were properly filled up and signed by joining crew. Upon sign off, relevant hand over reports are completed.

Records prove that all crew has been familiarized in accordance with the requirements of the EMP and that training and drills have been carried out in accordance with the company's requirements.

Minutes of the monthly environmental meetings (incorporated in the safety committee meetings) were well documented and posted at locations accessible to all. Feedback is provided to the vessel with regards to these meetings.

Anonymous Reporting Procedure

The majority of the shipboard personnel were well aware of the company's anonymous reporting which can also be found posted in various locations around the accommodation. The Code of Ethics was not found in the areas stipulated in the EMP and various crew members were unaware of its contents. Upon investigation with the Master, one booklet of Code of Ethics was found in his office and one more on the Bridge. *(See non conformity)*

Environmental Tag System

A drawing providing the locations and designated systems of the environmental tags was found and the random checks proved that the tags were put according to this drawing/list. A Spare Seal Inventory is kept by the Master and the Engine Room Seal log is kept by the Chief Engineer.
All entries to the above logs were found correct and accurate, indicating seals allocation.

Bilge Main Cross Connections, Emergency Bilge Suctions

Dedicated emergency bilge suction valves are painted brightly and there is a colored sign adjacent with letters permanently fixed nearby, same goes for the bilge system piping cross-overs.

SWOMS

SOWMS was found in good operational condition producing daily reports and hourly reports further to the most recent update from the maker that took place in the previous call in NY. The reports are sent via email without human intervention.
SWOMS checklist is completed daily and in accordance with requirements and maker's recommendation.
At times, there is large discrepancy on particular tanks possibly due to calibration error or sounding related problem *(see observation)*.
Evidence were available that the Chief Engineer reviews the SWOMS data on a weekly basis and compares it to the engine room alarm print outs, the daily tank sounding log and the Oil Record Book, Part I. Engine room alarm print outs are reviewed and singed by Chief Engineer.

Engine Room Documentation

No extraordinary E/R Operations log was available since the E/R is being maintained at a high standard with only minor leakages.
Systems having Oil to sea interfaces are properly monitored. The vessel is equipped with oil seal system for her shafting arrangement which is monitored daily.
A tank Sounding Log completed on a daily basis and the log is kept with the C/E. Chief Engineer's Weekly

Reports were properly completed and sent to the office. The form used automatically calculates the amounts of bilges/sludges generated in the previous week based on the data inserted. As there is no data field for liquids transferred to the Slop tanks, in the days that this operation is carried out, the forms generates a negative production of bilges/sludges figure *(see observation)*.
There is an inventory of all flexible hoses above 40mm with their location and purpose of use dated Dec 2010. The physical tour showed that the actual hoses found on board are not properly tagged as per this inventory list and as per the requirements of the EMP. *(see non conformity)*

Pollution Prevention Equipment

OWS was found in good operation condition and maintained in accordance with manufacturer's instruction. OWS was tested under full operational conditions and its performance was found adequate for the need of the vessel. The discharge and suction pipes were painted in accordance to the requirements of the EMP. Its OCM has been recently installed and calibrated by the maker.
The incinerator was found in good working condition and a functional test was carried out during audit. The same applies for the sewage treatment plant. Proper instructions are attached near all PPE.

Bilge water management

Various pumps and machinery were in operation during the sea passage and no significant leakages were observed as the engine room is being kept at high level of maintenance standard.
Bilges and bilge wells were inspected and found to contain no trace of oil. Overboard bilge, bilge and ballast and sea water service valves were found to be locked or sealed as per the requirements.

Garbage Management

An approved Garbage Management Plan was available onboard and garbage was properly handled in accordance with the requirements of the Garbage Management Plan. Entries in to garbage log book were correctly, appropriate and accurate. Burning of cooking oil whenever took place in the incinerator was properly documented under the correct category. All garbage containers were coloured as required and garbage was segregated accordingly.

Oil Record Book Part I

ORB in service and previous ones were found properly kept. All entries were found legible and signed by the Officer making the entry and each completed page was signed by the Master and stamped. There were some recent entries crossed out by mistake by the C/E but these are readable and are self explanatory that they are common mistakes. All bilge water movements were found accurate and correctly. OCM was calibrated and fitted recently, a spare one was received also in Falmouth.

Conclusions and Recommendations:

The audit can be considered as successful, since the majority of the Company's Procedures and instructions are followed and implemented. The Officers and crew are familiar and trained with the EMP as well as with their relevant duties and responsibilities. The audit resulted in 4 non conformities and 3 observations to be followed up.

The auditor would like to thank the Master, officers and crew for their co-operation throughout this audit for their assistance and patience.

Attachments:

- Opening and Closing Meeting form	x
- Non Conformity Report(s) / Observation Reports	x

NON-CONFORMITY / ~~OBSERVATION REPORT~~

(Please delete as appropriate)

Date: 23/2/2011	Vessel / Dept.: THEO T	Audit Ref.: 01-11
Auditor: Nikolaos Otheitis	Auditee: Master	NCR/Obs No.:04-11
Safety Management System Ref: EMP 8.5.1	Regulation Ref. Attachment B of Scope of Work "Minimum Engineering Risk Mitigation Measures"	

Non-conformity Description: The fleet engineering survey form ENV015 has not been completed for 3rd engineer who joined on 29/4/2010 and he is still on board.

Analysis Results (root cause): Upon discussion with the C/E, he stated that the form for the 3rd engineer was omitted.

Corrective Actions

Immediate Actions: The 3rd engineer was requested to complete the form the soonest.

Corrective Actions to be Taken

Description	Responsible Person	Date to be completed	Date closed out
The Master and C/E to ensure that all joining engine officers provide their opinion via this survey form within 3 months as requested and forwarded to the office.	C/E	23/5/2011	

Preventive Actions to be Taken

Description	Responsible Person	Date to be completed	Date closed out
The technical dept. to ensure that these surveys are properly filled and monitored from the head office with appropriate procedures.	CCM	23/5/2011	

Auditor's Signature

Auditee's Signature

Other comments:

Approved by DPA / Management Representative (date/signature):	Closed out by DPA (date/signature):

~~NON-CONFORMITY~~ / OBSERVATION REPORT

(Please delete as appropriate)

Date: 23/2/2011	Vessel / Dept.: THEO T	Audit Ref.: 01 2011
Auditor: Nikolaos Otheitis	Auditee: Master	NCR/Obs No.:05/11
Safety Management System Ref:	Regulation Ref.:	

Non-conformity Description: Records for the internal/external audits were found on board with follow up and close out of the internal audit observations/non conformities. The external audits carried out by the independent environmental consultants, although they carry recommendations to be implemented, there is no evidence that the company/vessel followed up and complied with these requirements.

Analysis Results (root cause): Lack of procedures.

Corrective Actions

Immediate Actions:

Corrective Actions to be Taken

Description	Responsible Person	Date to be completed	Date closed out
SQM dept to be notified and provide the actions takes towards these recommendations.	SQM/CCM	23/5/2011	

Preventive Actions to be Taken

Description	Responsible Person	Date to be completed	Date closed out
The issue shall be distributed throughout the fleet.	SQM/CCM	23/3/2011	04/08 AD 705532

Auditor's Signature:

Auditee's Signature

Other comments:

Approved by DPA / Management Representative (date/signature):	Closed out by DPA (date/signature):

NON-CONFORMITY / ~~OBSERVATION REPORT~~

(Please delete as appropriate)

Date: 23/2/2011	Vessel / Dept.: THEO T	Audit Ref.: 01/2011
Auditor: Nikolaos Otheitis	Auditee: Master	NCR/Obs No.:06/11
Safety Management System Ref: EMP 11.3.3	Regulation Ref.:	

Non-conformity Description: The code of ethics could not be located on board in the designated areas. Moreover interviews with the crew revealed that some were unaware of this booklet while others have seen it but in another company vessel.

Analysis Results (root cause): After discussion with the Master it was discovered that the code of ethics booklet was in one of his drawers and a second copy was also found on the Bridge

Corrective Actions

Immediate Actions: The Master distributed the two available copies to the messrooms

Corrective Actions to be Taken			
Description	Responsible Person	Date to be completed	Date closed out
Code of ethics booklet should be delivered on board and it should be placed in the messrooms and other locations as required and confirmation to be sent to the office	Master/Crewing dept.	23/4/2011	
A training session to be carried out to discuss the contents of the code of ethics on board.	Master/ C/O	23/3/2011	QU: 706185 08/03/2011
Preventive Actions to be Taken			
Description	Responsible Person	Date to be completed	Date closed out
Crewing dept to investigate and confirm that all ships and manning agencies are provided with the code of ethics and crewmembers are aware of it prior joining the vessel	Crew dept.	23/6/2011	

Auditor's Signature: Auditee's Signature:

Other comments:

Approved by DPA / Management Representative (date/signature):	Closed out by DPA (date/signature):

IONIA MANAGEMENT S.A	Prepared by: DPA	Effective Date: 01/07/2009
Environmental Management Manual	Approved by: MD	Revision: 0
	Section: Environmental Planning	Form: ENV 011

NON-CONFORMITY / ~~OBSERVATION REPORT~~

(Please delete as appropriate)

Date: 23/2/2011	Vessel / Dept.: THEO T	Audit Ref.: 01/2011
Auditor: Nikolaos Otheitis	Auditee: Master	NCR/Obs No.:07/11
Safety Management System Ref: EMP 5.15	Regulation Ref.:	

Non-conformity Description: A flexible hose inventory list dated Dec 2010 was found on board. The previous one is dated Dec 2009 although this list should be completed every six months. Furthermore, there was no evidence that the hoses listed in the inventory are properly tagged with their corresponding tag and purpose of use. At the time of the inspection the locations of some hoses was also not correct.

Analysis Results (root cause): After discussion with the Master it was discovered that the crew was unaware that these hoses should be tagged in that manner. The previous inventory list was omitted.

Corrective Actions

Immediate Actions: The Master and C/O were notified of the correct procedure.

Corrective Actions to be Taken

Description	Responsible Person	Date to be completed	Date closed out
Tags should be placed on the hoses above 40 mm in dia. with a numbering and purpose of use and a notification should be sent to the office upon completion.	Master and C/O	23/3/2011	08/03/11

Preventive Actions to be Taken

Description	Responsible Person	Date to be completed	Date closed out
A fleet wide survey to be carried out to confirm that the hoses are properly tagged and listed in the inventory form.	SQM	23/4/2011	

Auditor's Signature:

Auditee's Signature:

Other comments:

Approved by DPA / Management Representative (date/signature):	Closed out by DPA (date/signature):

NON-CONFORMITY / ~~OBSERVATION REPORT~~

(Please delete as appropriate)

Date: 23/2/2011	Vessel / Dept.: THEO T	Audit Ref.: 01/2011
Auditor: Nikolaos Otheitis	Auditee: Master	NCR/Obs No.:08/11
Safety Management System Ref: EMP 13.3.	Regulation Ref.:	

Non-conformity Description: Only one copy of the scope of work was found on board located in the Master's cabin. The additional three stipulated in the EMP were not found on board.

Analysis Results (root cause): The issue occurred due to lack of awareness on the relevant company's requirements.

Corrective Actions

Immediate Actions: The Master and C/O were notified of the correct procedure.

Corrective Actions to be Taken

Description	Responsible Person	Date to be completed	Date closed out
EMR to provide additional copies of the scope of works and to be placed in C/E office, ECR and Bridge	EMR	23/4/2010	

Preventive Actions to be Taken

Description	Responsible Person	Date to be completed	Date closed out
A fleet wide survey to be carried out to confirm that the vessels covered by the compliance annex have the copies of the scope of work	SQM	23/4/2011	

Auditor's Signature:

Auditee's Signature:

Other comments:

Approved by DPA / Management Representative (date/signature):	Closed out by DPA (date/signature):

~~NON-CONFORMITY~~ / OBSERVATION REPORT

(Please delete as appropriate)

Date: 23/2/2011	Vessel / Dept.: THEO T	Audit Ref : 01/2011
Auditor: Nikolaos Otheitis	Auditee: Master	NCR/Obs No.:09/11
Safety Management System Ref: EMP 13.3	Regulation Ref Scope of Work " 1. PURPOSE, OBJECTIVES & APPLICABILITY"	

Observation Description: The form ENV23 Envirologger checklist is being completed on a daily basis as required. On the monthly data comparison between Logger readings and manual soundings there is a discrepancy on the bilge oil tank that exceeds the normal tolerance at some times. The C/E makes a note of it whenever there is such discrepancy. It has to be noted that the volume discrepancy is very small compared to the total tank capacity.

Analysis Results (root cause): It is a possible calibration problem of the sensor and/or a sounding pipe related problem (clogged, not correct sounding, trim etc)

Corrective Actions

Immediate Actions:

Corrective Actions to be Taken

Description	Responsible Person	Date to be completed	Date closed out
At the next attendance of EL maker a calibration check would be advisable.	Tech dept.	23/5/2011	

Preventive Actions to be Taken

Description	Responsible Person	Date to be completed	Date closed out
The issue shall be properly monitored by the Tech. Department in order to ensure that the system installed in the Company's Managed vessels are working properly and the difference of the relevant records does not exceed the normal tolerance.	Tech. Dpt.	23/5/2011	

Auditor's Signature: Auditee's Signature:

Other comments:

Approved by DPA / Management Representative (date/signature):

Closed out by DPA (date/signature):

~~NON-CONFORMITY~~ / OBSERVATION REPORT

(Please delete as appropriate)

Date: 23/2/2011 | Vessel / Dept.: THEO T | Audit Ref.: 01/2011

Auditor: Nikolaos Otheitis | Auditee: Master | NCR/Obs No.: 10/11

Safety Management System Ref: EMP 5.13 | Regulation Ref.: Scope of Work "IV. WASTE OIL RECORDS MAINTENANCE AND REPORTING

Observation Description: C/E weekly report form ENV009 shows a negative production of sludges/bilges at some times.

Analysis Results (root cause): This is a technicality problem of the form that does not provide for the transfer of bilges/sludges to the SLOP tanks as permitted by the IOPP. The result is that whenever there is a transfer to the SLOPS the quantity transferred cannot be deducted in the form, thus automatically calculating a negative figure.

Corrective Actions

Immediate Actions: The C/E was advised to input the quantity transferred to the SLOP in the cell "DELIVER TO SHORE/BARGE" making also the appropriate clarification comment below.

Corrective Actions to be Taken

Description	Responsible Person	Date to be completed	Date closed out
The technical dept. should consider re-designing the form to provide for transfers to SLOP tanks.	Tech dept.	23/5/2011	

Preventive Actions to be Taken

Description	Responsible Person	Date to be completed	Date closed out
The issue shall be distributed throughout the fleet.	SQ Department	23/3/2011	09/03/11 AV 7-3532

Auditor's Signature. | Auditee's Signature:

Other comments:

Approved by DPA / Management Representative (date/signature): | Closed out by DPA (date/signature):

NPDES VGP Weekly Inspection Worksheet Ref: VGP 4.1.1	Vessel: THEO T			
Use additional sheets or attachments as required. Keep all sheets together. See instructions below.	IMO No: 9262194			
Area to Inspect:	Violations Noted (top row) / Corrections Made or other Actions (bottom row)	SAT	UNSAT	CAA No.
Deck and Cargo Areas	(PRIOR WASHING ON MAIN DECK)			
	NO VIOLATIONS OBSERVED			
	N/A			
Hazmat storage and use areas; aint lockers; oil storage area, etc				
	NO VIOLATIONS OBSERVED			
	N/A			
Machinery Spaces, stern tube and rudder lube levels				
	NO VIOLATIONS OBSERVED			
	N/A			
Audit of Recordkeeping and Training				
	NO VIOLATIONS OBSERVED			
	N/A			

nstructions: Conduct weekly inspections not limited to cargo holds, boiler areas, machinery storage areas, well decks and other deck issues. Ensure these areas are clear of garbage, exposed raw materials, oil, any visible pollutant or constituent of concern that could be discharged in any waste stream, and that pollution prevention mechanisms are in proper working order. At a minimum, the routine inspection must verify that requirements of Section 2.1 of the VGP are being met and document any instances of non- compliance. Routine inspections should be conducted on a schedule with other routine inspections if feasible **If a violation is noted, record that violation on the Violation Recording Form, and reference an existing CAA Number for that violation (if existing) or start a new CAA and record the number. Retain completed Form for 3 years.**

Print Name:	Signature:	Title:	Date:
LEMWEL A. GAPASINAO		CHIEF OFFICER	12-Mar-11

Page ____ of ____

NPDES VGP Quarterly Discharge Stream Sampling Worksheet Ref: VGP ¶ 4.1.1		Vessel: THEO T		
Use additional sheets or attachments as required. Keep all sheets together. See Instructions below.		IMO Number: 9262194		
Effluent to Sample	Violations Noted (top row) /Corrections Made or other Actions (bottom row)	SAT	UNSAT	CAA No.
Sewage Treatment Plant Effluent & Graywater Effluent	NO VIOLATIONS NOTED NONE			
Oily Water Separator Effluent	NO VIOLATIONS NOTED OCM RENEWED 11/12/2010			
Non-Oily Machinery Wastewater	NO VIOLATIONS NOTED NONE			
Other effluents discharged below the waterline not visible from the desk (list)	NO VIOLATIONS NOTED NONE			

Instructions: At least once per quarter, sample discharge streams such as bilge water or graywater if accessible that is not readily or easily visually inspected, such as effluent streams discharged below water line. Inspect sample for any visible pollutants or constituents of concerns, such as discoloration, sheens, solids floating or suspended, foam or changes of clarity. Record steps taken to prevent continued discharge of pollutants or constituents of concern, & what corrective actions were taken to remediate the problem. If a violation is noted, record that violation on the Violation Recording Form, & reference an existing CAA Number for that violation (if existing) or start a new CAA and record the number. Retain completed Form for 3 years..

Printed Name:	Signature:	Title:	Date:
NIKOS FILIPPO	X	CHIEF ENGINEER	21-12-2010

Page ____ of ____

NPDES VGP Annual Inspection Summary Worksheet Ref: VGP ¶ 4.1.3	Vessel: THEO T			
Use additional sheets or attachments as required. Keep all sheets together. See Instructions below.	IMO No: 9262194			
Areas to Inspect	Violations Noted (top rows) /Corrections Made or other Actions (bottom rows)	SAT	UNSAT	CAA No.
Vessel Hull for living organisms, exposed TBT.				
	NO VIOLATIONS OBSERVED			
Oil, Chemical & Waste Storage Areas				
	N/A			
Ballast Water Tanks as Applicable;				
	NO VIOLATIONS OBSERVED			
Cargo Storage Areas				
	N/A			
Bilges, Pumps, OWS 15 PPM Alarm as applicable				
	NO VIOLATIONS OBSERVED			
	N/A			
All visible pollution control measures for effectiveness				
	NO VIOLATIONS OBSERVED			
	N/A			

Instructions: Comprehensive Annual Inspections must be conducted by qualified personnel on all areas of the vessel affected by the VGP. Special attention must be made to those areas most likely to result in a discharge or contribute to exceeds of water quality standards, or violate effluent limits established in the VGP. If a violation is noted, record that violation on the Violation Recording Form, and reference an existing CAA Number for that violation (if existing) or start a new CAA and record the number. Retain completed Form for 3 years.

Print Name: MASTRODIMAS IOANNIS	Signature:	Title: MASTER	Date: 30/12/10

IONIA MANAGEMENT S.A	Prepared by: DPA	Effective Date 18.05.2010
Environmental Management Manual	Approved by: MD	Revision: 1
	Section: Operational Controls	Form ENV 023

M/T [illegible]
At: SEA
Date: 14.03.11 08:00 07:00

ENVIROLOGGER CHECK LIST

	YES	NO
Main Logger Unit		
Daily		
Verify that the system is on.	✓	
Verify that there are no system alarms.	✓	
Verify that the GPS is corresponding to actual position	✓	
Verify that level data of measured tanks correspondign to manual soundings*	✓	
Verify that the daily e-mails are being produced and sent ashore	✓	
Verify that there are no problems with the printout.	✓	
Each Printer Paper Change		
While the systems door is open verify that there are no obvious problems like loose or missing hardware.	✓	
When there is no paper in the printer look to make sure that there are no small torn pieces of printer paper left in the print head assembly.		
Each OWS Operation		
Verify that the PPM readings indicated on the LCD are within 1 PPM of the Oil Content Monitor.		
Review the printout on occasion to confirm that functions that are known to have occurred during operation like PPM alarms, OCM flushing, and OWS purge cycles have indeed been logged and printed.		
OWS LockBox		
Daily		
Verify that there are no water or air leaks in the system	✓	
Verify that no tampering has been done to the system	✓	
Verify that none of the security tags are missing.	✓	
Each OWS Operation		
Look at the outside of the unit and through the door window to verify that there is no obvious damage that requires attention before using.		
Verify that the air pressure supply to the system is at least 6 bar		
Verify that the filter/regulator is free of water or oil		
Push the Flushing pushbutton on the door front and confirm that the sample/flushing 3-way valve inside rotates and that there are no water leaks seen inside the box		
Verify that the OCM PPM readings come to zero (0) when flushing.		
Incinerator Interface		
Each Operation		
Verify that the operation is logged on the printout		

ENVIROLOGGER DATA MONTHLY COMPARISON

Discrepancy Bilge Oil T. 8.6%

Tank	Manual Soundings		Envirologger Readings*	
	Level	Volume	Level	Volume
Sludge Tank	0.42	3.640	0.43 m	3.72 m3
Bilge Oil Tank	1.67	18.922	1.48 m	[illegible]84 m3
Waste Oil Tank	0.66	0.278	0.65 m	[illegible] m3
Bilge Holding Tank	0.57	6.843	0.56 m	6.66 m3
FWD (S) Bilge Well	0.15		0.16 m	0.54 m3
FWD (P) Bilge Well	0.09		0.10 m	0.42 m3
AFT Bilge Well	0.34		0.09 m	0.25 m3

* Level readings are not corrected for trim or list so may not correspond to manual soundings. Comparisons are best made when the vessel is at evenkeel.

C/E NAKOS F.

Eng. Officer 4/E [illegible]

IONIA MANAGEMENT S.A	Prepared by: DPA	Effective Date: 18/05/2010
Environmental Management Manual	Approved by: MD	Revision: 1
	Section: Operational Controls	Form ENV 023

M/T: [illegible]
At: [illegible]
Date: [illegible]

ENVIROLOGGER CHECK LIST		
	YES	NO
Main Logger Unit		
Daily		
Verify that the system is on.	✓	
Verify that there are no system alarms.	✓	
Verify that the GPS is corresponding to actual position	✓	
Verify that level data of measured tanks correspondign to manual soundings*	✓	
Verify that the daily e-mails are being produced and sent ashore	✓	
Verify that there are no problems with the printout.	✓	
Each Printer Paper Change		
While the systems door is open verify that there are no obvious problems like loose or missing hardware.	✓	
When there is no paper in the printer look to make sure that there are no small torn pieces of printer paper left in the print head assembly.		
Each OWS Operation		
Verify that the PPM readings indicated on the LCD are within 1 PPM of the Oil Content Monitor.		
Review the printout on occasion to confirm that functions that are known to have occurred during operation like PPM alarms, OCM flushing, and OWS purge cycles have indeed been logged and printed.		
OWS LockBox		
Daily		
Verify that there are no water or air leaks in the system	✓	
Verify that no tampering has been done to the system.	✓	
Verify that none of the security tags are missing.	✓	
Each OWS Operation		
Look at the outside of the unit and through the door window to verify that there is no obvious damage that requires attention before using.		
Verify that the air pressure supply to the system is at least 6 bar		
Verify that the filter/regulator is free of water or oil.		
Push the Flushing pushbutton on the door front and confirm that the sample/flushing 3-way valve inside rotates and that there are no water leaks seen inside the box.		
Verify that the OCM PPM readings come to zero (0) when flushing.		
Incinerator Interface		
Each Operation		
Verify that the operation is logged on the printout		

ENVIROLOGGER DATA MONTHLY COMPARISON

Discrepancy < 5 %

Tank	Manual Sounding		Envirologger Readings*	
	Level	Volume	Level	Volume
Sludge Tank	0.40	3.454	0.35 m	5.52 m³
Bilge Oil Tank	1.62	[illegible] 73	1.62 m	15.71 m³
Waste Oil Tank	0.10	0.578	0.65 m	0.95 m³
Bilge Holding Tank	0.32	3.1	0.50 m	3.59 m³
FWD (S) Bilge Well	0.09		0.11 m	0.32 m³
FWD (P) Bilge Well	0.2[illegible]		0.11 m	0.40 m³
AFT Bilge Well	0.34		0.00 m	0.20 m³

* Level readings are not corrected for trim or list so may not correspond to manual soundings. Comparisons are best made when vessel is at evenkeel.

C/E [illegible]

Eng. Officer [illegible]

M/T: **THEO T**

Month: FEBRUARY
YEAR 2011

GARBAGE DISPOSAL (m^3), As per records from Garbage record book

Number of persons on board: 25

Estimated Amount of Garbage Generated (m^3)

CAT 1	CAT 2	CAT 3	CAT 4	CAT 5	CAT 6	C.OIL
2.2			1.5	0.14		0.025

Estimated Amount of Garbage Incinerated (m^3)

CAT 2	CAT 3	CAT 4	COOKING OIL
		0.84	

Estimated Amount Discharged into the Sea (m3)

CAT 5
0.14

Estimated Amount of Garbage Disposal to Shore Facility (m3)

CAT 1	CAT 2	CAT 3	CAT 4	CAT 5	CAT 6
2.00	NIL	NIL	1.20	NIL	NIL

Battery Disposal

Quantity of Batteries Disposed	4KG
Disposal to a recycling facility	YES

Printer Catridges / Toners

Quantity of printer catridges / toners disposed of (pcs)	10
Disposal to a recycling facility	YES

Fluorescent lamps

Quantity of Fluorescent lamps disposed of (pcs)	NIL
Disposal to a recycling facility	NO

PAPER CONSUMPTION

Number of packs (500 sheet) consumed	3
Number of telex roll papers consumed	6

Fluorescent lamps consumption

New fluorescent lamps used	Old Fluorescent lamps retained on board	Old Fluorescent lamps delivered ashore separately
15pcs	95pcs	NIL

COOKING OIL CONSUMPTION

Cooking Oil Consumed (lt)	25
Cooking Oil Incinarated (lt)	NIL

The Master

M/T THEO T NASSAU

The Chief Officer

IONIA MANAGEMENT S.A	Prepared by: DPA	Effective Date: 17/12/2009
Environmental Management Manual	Approved by: MD	Revision: 3
	Section: Operational controls	Form : ENV 009

CHIEF ENGINEER WEEKLY REPORT W10 / 2011

VESSEL: M/T THEO T

YEAR: 2011

MONTH: MARCH

WEEK FROM: 07/03/2011 TO: 13/03/2011

NOON DATA

	SEA	SEA	SEA	SEA	SEA	SEA	ANC	
DAY	MON	TUE	WED	THU	FRI	SAT	SUN	
VOYAGE No	03	03	03	03	03	03	03	
M/E FO CONS/TION MT	35.40	38.00	36.50	38.00	36.50	38.00	35.40	257.80
M/E RPM	81.12	82.00	81.10	82.00	82.00	82.10	80.00	
STEAMING TIME	24	25	24	25	24	25	24	
SLIP %	8.78	8.99	6.12	5.89	6.27	7.04	11.81	
CYL. OIL CONS/TION LTR	260	280	260	270	260	270	240	1840
M/E LO CONS/TION LTR	0	0	0	0	0	0	0	0
D/G FO CONS/TION MT	3.00	3.10	3.00	3.10	3.00	3.00	2.90	21.10
D/G LO CONS/TION LTR	100	0	0	0	100	0	0	200
D/G No1 RUNNING HOURS/DAY	0	4	2	8	11	10	9	
D/G No2 RUNNING HOURS/DAY	0	0	0	0	0	0	4	
D/G No3 RUNNING HOURS/DAY	24	25	24	25	24	25	20	
D/G No4 RUNNING HOURS/DAY	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
AUX. BOILER FO CONS/TION MT	0.80	12.20	12.00	12.00	8.20	8.50	8.20	61.90
FWG PRODUCTION M3	19.2	20.9	20.0	20.9	20.0	21.0	18.0	140.00
F.W. ROB M3	140	136	134	133	133	132	126	
SLUDGE ROB M3	14.469	15.619	16.550	16.815	17.298	19.514	22.415	
SLUDGE TKs FREE CAP. M3	89.87	88.72	87.79	87.53	87.04	84.83	81.93	
SLUDGE EVAP/TED DRAINED M3	0	0	0	0	0	0	0	0.00
SLUDGE INCINERATED M3	0	0	0	0	0	0	0	0.00
SLUDGES DELIVERED TO SHORE/BARGE	0	0	0	0	0	0	0	

INCINERATOR RUNNING HOURS	0	0	0	0	0	0	0	0.00
BILGE WATER ROB M3	4.939	5.093	5.555	6.029	10.900	9.380	6.350	
BILGE TKs FREE CAP. M3	38.36	38.21	37.75	37.27	32.40	33.92	36.95	
BILGES THROUGH 15 ppm M3	0	0	0	0	7.393	6.450	0	
BILGES DELIVERED TO SHORE/BARGE	0	0	0	0	0	0	0	
OWS RUNNING HOURS	0	0	0	0	1.723	1.477	0	3.20

BILGE TANKS CAPACITY (from IOPP):	43.30	m3
SLUDGE TANKS CAPACITY (from IOPP):	104.34	m3
TOTAL BURNING,EVAPORATED,DRAINED SLUDGES:	0	m3
BILGE QUATITY DISPOSED THROUGH 15 ppm	13.84	m3
BILGE GENERATED THIS WEEK	15.25	m3
SLUDGE GENERATED THIS WEEK	7.95	m3

TOTAL FUEL OIL CONSUMPTION	
340.80	MT

PORT OF LAST DISPOSAL:	GOTHENBURG		
DATE OF LAST DISPOSAL:	22/02/2011		
QUANTITIES OF LAST DISPOSAL	SLUDGE:	36.812	m3
	BILGE:	42.432	m3

LOAD	LOADING	**ST/BY**	ST/BY
DIS	DISCHARGING	**SEA**	AT SEA
ANC	ANCHORAGE		
DRI	DRIFTING		

MAJOR WEEKLY ACTIVITIES - COMMENTS

CHIEF ENGINEER: NAKOS, FILIPPO

LIST OF CRITICAL, MINIMUM REQUIRED & MINIMUM RECOMMENDED SPARE PARTS FOR POLLUTION PREVENTION EQUIPMENT

DEFINITION

Critical Spare Parts	A spare part, capable of being installed by the crew, which if not onboard would prohibit the vessel from reaching a port of refuge safely as a result of sudden failure of equipment which is not covered by redundancy, emergency equipment, or alternative system.
Minimum Required Spare Parts	A spare part, capable of being installed by the crew, required to ensure the ship's operational & commercial needs are met.
Minimum Recommended Spare Parts	A spare part, capable of being installed by the crew determined by Company's policy recommended to be onboard.

NO	PARTS	RECMND SPARE PRTS	MINIMUM REQUIRED	CRITICAL	COMMENTS
1	SPARE PAPER FOR ODME	1	1		
2	INK RIBBON FOR PRINTER ODME	1	1		
3	OWS PUMP STATOR, ROTOR BEARINGS & SEALINGS	1	1		
4	OIL WATER SEPARATOR FILTERING MEDIUM	1 SET	1 SET		
	OWS BILGE PUMP V-BELTS	1	1		
5	EM'CY D/G V-BELTS	1	1		